APPENDIX I- PLANNING GRANTAPPLICATION FORM

Applicant (Agency & address - including zip)	Check one		Proposed Date of Completion: 09/15/2013
			Grant Amount Requested: $ 1,115,000
	City		If Joint Proposal, list participating entities/ contact person:
Stanislaus County	County		City of Ceres/Tom Westbrook, City of Hughson/Thom Clark, City of Modesto/Patrick Kelly, City of Newman/Stephanie Ocasio, City of Oakdale/Danelle Stylos, City of Patterson/Joel Andrews, City of Riverbank/JD Hightower, City of Turlock/Debbie Whitmore, City of Waterford/Bob Borchard, Stanislaus County/Kirk Ford
1010 10th St. Suite 3400	MPO		
Modesto, CA 95354	COG		
	RTPA		
	JPA		
	Joint Proposal	✓	

Lead Applicant's Name: Stanislaus County

Title of Proposal (summarize the deliverable to be funded by this grant)
Stanislaus County's Regional Sustainability Toolbox (RST)

Applicant's Representative Authorized in Resolution	Person with Day to Day Responsibility for Plan
	(if different from Authorized Representative)
Name: Kirk Ford	Name: Same as Authorized Representative
Title: Planning & Community Development Director	Title:
Phone: (209) 525-6330	Phone:
Email: FORDK@stancounty.com	Email:

Check all of the following that are incorporated or applicable to the proposal:

	Focus Area		Program Objectives
✓	Focus Area # 1	X	Applying for 20% EDC set aside
	Focus Area # 2		
	Focus Area # 3	✓	Improve air and water quality
	Eligibility Requirements (mandatory)	✓	Promote public health
✓	Consistent with State Planning Priorities	✓	Promote equity
✓	Reduces GHG emissions on a permanent basis	✓	Increase affordable housing
✓	Collaboration requirement	✓	Increase infill and compact development
	Priority Considerations	✓	Revitalize urban and community centers
✓	Demonstrates collaboration & community involvement	✓	Protect natural resources and agricultural lands
✓	Addresses climate change impacts	✓	Reduce automobile usage and fuel consumption
✓	Serves as best practices	✓	Improve infrastructure systems
✓	Leverages additional resources	✓	Promote water conservation
✓	Serves an economically disadvantaged community	✓	Promote energy efficiency and conservation
✓	Serves a severely disadvantaged community	✓	Strengthen the economy

I certify that the information contained in this plan application, including required attachments, is complete and accurate

Signature: _____ August 27, 2010

Applicant's Authorized Representative as shown in Resolution — Date

Print Name and Title: Kirk Ford, Planning & Community Development Director

PROPOSAL SUMMARY: STANISLAUS COUNTY REGIONAL SUSTAINABLE TOOLBOX (RST)

Framing the problem: Stanislaus County, located in the heart of Central California, has seen tremendous population growth over the last several decades. From fewer than 200,000 residents as recently as 1970, the region is projected to be home to over one million people by the year 2050. The region offers some of the world's richest farmland, scenic rivers, and affordable housing. However, the region is also suffering from an alarming unemployment rate of 17.6%, increasing numbers of individuals diagnosed with asthma, diabetes and heart disease and higher than average foreclosure rates. Problems such as traffic, lack of infrastructure, loss of farmland and automobile dependence are indicative of a fast paced growth which has occurred without a cohesive regional planning strategy. The Sustainable Communities Planning Grant offers a growing region like ours a chance to take the necessary steps to achieve a sustainable future for our region. Effectively balancing issues revolving around economic, environmental and social health is a complex planning challenge that requires the coordinated efforts of all jurisdictions within the region to solve. The County of Stanislaus and cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, and Waterford have committed to developing shared planning principles that will be incorporated into their respective local general plans, policies and ordinances.

Overview: Building upon the adopted Valley Blueprint planning process (the beginning collaborative efforts for regional compliance with SB375 and AB32 legislation), Stanislaus County is applying, as the lead applicant, for a Sustainable Communities Regional Planning Grant in conjunction with all of the municipalities within the county, under Focus Area 1 (Local Sustainable Planning). In cooperation with the tasks defined by the eight-county Regional MPO's in their request for funding, Stanislaus County and its nine Cities propose to develop a Regional Sustainable Toolbox (RST) which will include the development of multiple planning tools to achieve GHG reductions in the region. The RST will involve the development of locally driven, community scale projects that are regionally consistent, with the ultimate goal of acting as a guide for the future creation and amendment of innovative local planning documents (including General Plans, Zoning Ordinances, and jurisdictional Climate Action Plans) that address sustainable planning principals and reducing greenhouse gas emissions. Moreover, each individual project sets out to function together as a comprehensive and unified regional strategy that lays the framework for achieving a balanced social, environmental and economic future for the Central Valley.

Objectives: The RST will be comprised of the following eleven components: (1) Water Efficient Landscape Guidelines and Standards; (2) Model Climate Action Plan; (3) Downtown Form-Based Code; (4) Non-Motorized Transportation Plan and Policies; (5) Model Housing Element Policies and Implementation Measures; (6) Sustainable Development Ordinance; (7) Low Impact Developments (LID) Standards and Specifications; (8) Fiscal Assessment of Greefield vs. Infill Development; (9) Urban Forest Plan; Valley Blueprint Compliance Matrix; CEQA Policies and Procedures; (10) County-wide GHG Emissions Inventory; and (11) Coordinated GIS Central and GHG Tracking System. The goal of the toolkit will be to provide a comprehensive regional template that that can be utilized by each jurisdiction for the updating and creation of short and long term planning documents.

Conclusion: The communal goal of the nine cities and the County is to identify shared planning principles whose implementation will enable a sustainable and balanced future for continued economic growth and appropriate urban development, preservation of the rich agricultural land base and water resources, improved education and health, and broader prosperity for the region.

STEP 1: THRESHOLD REQUIREMENTS

1. Consistency with State Planning Priorities. The overall goal of the Stanislaus County Regional Sustainability Toolkit (RST) is to provide a locally driven set of tools that are consistent with regional, state and federal goals and standards. The foundation of each component within the toolbox will be the State's Planning Priorities to promote equity, strengthen the economy, protect the environment, and promote public health and safety. As such, the function of the RST is to fit state, regional and federal sustainability goals, blueprint plans, and GHG emission reduction thresholds into a locally relevant setting.

2. Reduction of Green House Gases. It is the intention of the activities defined within the Program Objectives section of this proposal, to identify locally specific, measurable actions that each jurisdiction can implement to meet or preferably exceed Statewide GHG emission goals. Each component of the Regional Sustainability Toolkit will be designed to evaluate quantifiable reductions of CO_2 equivalents emissions per year. For example, the City of Newman's model non-motorized transportation plan will include measurable reductions in vehicle miles of travel, carbon monoxide, inhalable particles such as PM10 from tire and brake wear, cold start hydrocarbons, smog forming gases NOx (Nitrogen Oxides), and/or emissions from stationary engines. Revising municipal codes to encourage and allow for mixed-use, infill and higher density development is also anticipated to result in the reduction of thousands of metric tons of CO_2 equivalents emissions per year.

A central component of the RST will include a baseline inventory of GHG emissions for the entire County. This will allow each jurisdiction to utilize a common data set from which to measure successes and will ultimately create uniform implementation of green house gas reduction policies on a regional scale. Currently, the California Air Resources Board (ARB) has identified placeholders for the San Joaquin Valley for reductions of GHG emissions for automobiles and light trucks in relation to 2005 levels of -1 to 7% for 2020 and -1 to 7% by 2035. Executive Order S-3-05 further, has the following goals: By 2010 – reduce GHG emissions to 2000 levels; By 2020 - reduce GHG emissions to 1990 levels; By 2050 – reduce GHG emissions to 80% below 1990 levels.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has yet to adopt a formalized Climate Change Action Plan inclusive of existing baseline inventories of GHG emissions within the District, although a Staff Report has been prepared to assist local jurisdictions with CEQA compliance. They have adopted Guidance documents for Valley Land Use Agencies. Calculations to determine reductions of CO_{2e} emissions from the various implementation measures would be based on the SJVAPCD formulas within their adopted guidance documents. Coordination with the District will be a critical component of the Inventory task.

Additionally, StanCOG has recently adopted the 2011 Regional Transportation Plan and will begin the process of creating a Sustainable Communities Strategy, as required by SB 375, and will include the regional strategizing that took place during the Blueprint process into that strategy, which is scheduled to be completed by the end of 2013.

3. Collaboration. In addition to the Stanislaus County Regional Sustainability Toolkit (RST) being a shared effort of all ten municipal jurisdictions within Stanislaus County, it is also the implementation tool for multiple regional planning efforts that are seeking to create a Central Valley future that is socially, environmentally and economically vital. Efforts such as the Stanislaus Council of Government's (StanCog) Regional Transportation Plan, the Valley Blueprint, the Sustainable Communities Strategy, the California Partnership for the San Joaquin Valley, as well as smart planning efforts, already underway or in place, within individual communities will be utilized to create specific tools, model ordinances, and

policies that will be shared among all participating members of this application for implementation within each jurisdiction. This "toolkit" approach allows planning efforts to be both locally appropriate while also being regionally consistent. In addition, this proposal includes collaboration with the Great Valley Center and California State University Stanislaus, the Local Agency Formation Commission (LAFCO) , ICLEI-Local Governments for Sustainability, Stanislaus County Health Services Agency and Stanislaus County Asthma Coalition, as well as others.

Regional Transportation Plan. The Stanislaus Council of Government's (StanCOG) Regional Transportation Plan (RTP) focuses on five goals; mobility, safety and system preservation, environmental quality, economic/community vitality, and social equity. Stanislaus County's RST will build off of these with local planning strategies. A letter from our regional transportation entity, StanCOG, is provided as an attachment to this grant application indicating their on-going participation and support of this regional collaborative planning process.

Valley Blueprint. In early 2006, the eight San Joaquin Valley Councils of Governments came together in an unprecedented effort to develop a coordinated Valley Vision: the San Joaquin Valley Regional Blueprint. This venture is being conducted in each county and integrated to form a preferred vision for future development throughout the Valley to the year 2050. The San Joaquin Valley Regional Policy Council adopted a list of 12 Smart Growth Principles to be used as the basis of Blueprint planning in the San Joaquin Valley. The Blueprint is now in the implementation phase, and the proposed Stanislaus toolkit described herein implements those principles.

*Sustainable Communities Strategy***.** StanCOG, in direct partnership with the Planning Directors of all ten jurisdictions, is beginning the process of creating a Sustainable Communities Strategy, as required by SB 375, and will include the regional strategizing that took place during the Blueprint process into that strategy, which is scheduled to be completed by the end of 2013. The Stanislaus County RST will ultimately form the basis for StanCOG's adoption of a Sustainable Community Strategy.

STEP 2: PROGRAM OBJECTIVES

PROJECT COMPONENTS

General Plan and Zoning Ordinance Modifications. Ultimately, the goal of this proposal is for each of the 10 Jurisdictions to update their General Plans, Zoning Ordinances, and other Codes to comply with SB375 and AB32 requirements, including a variety of implementation measures designed to comply with Federal and State GHG emission thresholds and to form the basis from which StanCOG and the member jurisdictions will prepare a collaborative county-wide, cooperative and internally compatible Sustainable Community Strategy.

Regional Implementation.
The Toolkit is designed to include specific data sources and tools, model ordinances and implementation measures, and example standards and specifications that can be used by all the jurisdictions within the County and the region. Each jurisdiction has proposed to develop one or more of the toolkit components as described below. Each jurisdiction will be required, as part of the collaborative effort to complete the components described and provide training for the other jurisdictions on how to implement the process within their own communities. Additionally, staff would be made available to train and share toolkit components with other regional jurisdictions. Maintaining communication between all partners will be critical to successful collaboration. Planning Directors from all ten jurisdictions, LAFCO, and StanCOG meet each month and will use that meeting to provide updates and progress status reports as needed.

More formalized team meetings will also be scheduled as necessary. These meetings will also ensure that there is no duplication of effort and will ensure ongoing collaboration between all of the partner agencies.

The following describes each Toolkit Component and provides an evaluation of each project based on the questions requested within the Grant Guidelines' Appendix K – Evaluation Questions:

Toolkit Component 1 – Water Efficient Landscape Guidelines and Standards
Responsible Party: City of Ceres
The City of Ceres will create Water Efficient Landscape Guidelines and Standards, in compliance with the State's Model Water Efficient Landscape Ordinance, to improve water conservation and to limit runoff to storm drain systems that convey water to canal and river systems. With the adoption and implementation of these standards, water consumption would be reduced within new residential, commercial and industrial developments. Further, these updated standards will require an enhanced design and maintenance of landscaped areas for new development that limits overspray into driveways, sidewalks, parking lots and roadways. Successful limitation of overspray and water accumulation on these impervious surfaces would also potentially reduce pollutants picked up by water from entering into storm drain systems, which may ultimately find its way into a canal and river through surface discharge. Coordinating with local water providers on water usage and TDS levels over time will provide a long term measurement tool for the outcomes of this project. Prior to installation of any new landscaping associated with a project, staff will evaluate landscape plans to ensure adherence to the Water Efficient Landscape Guidelines and Standards. By completing that necessary step, staff can ensure that developed landscape areas are in compliance with updated standards. Requiring new landscaped areas to utilize low flow irrigation systems, such as drip irrigation, will also increase the longevity of green spaces by eliminating watering practices that often lead to dead and dying plants and grass areas. These better maintained green spaces will increase public use, ultimately improving public health through interaction and access to recreation. Prior to adoption of a model Water Efficient Landscape Guidelines and Standards, local agencies and the public will be provided opportunity to review and comment on any plan prior to action being taken during public hearings by the Ceres Planning Commission and Ceres City Council.

Toolkit Component 2 – Model Climate Action Plan
Responsible Party: City of Hughson
The City of Hughson proposes to create a local climate action plan to reduce greenhouse gas emissions. The plan would establish a tool at the local level to maintain greenhouse gas emission data for existing land uses and proposed new development activities. The plan would include reduction targets, thresholds, and implementation measures, air quality measures, water conservation measures, energy conservation, and green building measures. Specifically the Model Climate Action Plan may include urban forestry and greening projects, water and energy efficiency projects, integrated development patterns, and improved transportation planning focused on reducing automobile usage. A protocol would be created to track the progress in achieving greenhouse gas emission reduction goals. The proposal would include purchasing any necessary software. The Hughson proposal will use the County-wide inventory, thresholds, and implementation measures and apply it to a city level. This proposal is intended to serve as a model for other local agencies.

Toolkit Component 3 – Downtown Form-Based Code
Responsible Party: City of Modesto
The City of Modesto will create a downtown form-based code, crafted with the idea of reducing motor vehicle trips by facilitating a finely-grained land use mix and reduced parking requirements. An integrated land use-transportation model will be used to evaluate the form-based code with respect to its context in each city or census-designated place. Measurable outcomes include reducing VMT and improving non-automobile mode share will result in concurrent direct reductions in NO_x, VOC, and PM_{10}

and indirect reductions in O_3. The intent is to develop codes that will increase the supply of land that will accommodate housing by allowing residential uses in areas currently zoned for commercial development. Additionally, areas to which the code could be applied would be expected to develop in a manner that reduces the need to drive and, therefore, the need to own a car, thereby reducing the cost of living and improving overall affordability.

Producing a downtown form-based code is about promoting and facilitating the reuse of developed areas to improve the efficient use of land (infill and compact). The Housing and Community Development Department requires that municipalities accommodate specified numbers of dwelling units. While Modesto has accommodated its RHNA for the current cycle, implementing a form-based code will allow Modesto and other municipalities to add housing to commercial areas, increasing the supply of land that will accommodate housing. Additionally, the downtown form-based code is intended for use in areas where development is planned to intensify, increasing transit, walking, and bicycling opportunities and reducing the need to own a car, resulting in locational affordability.

This project is itself a revitalization strategy. By facilitating the reuse of land, actively promoting finely grained land uses, reducing parking requirements, and requiring new development to encourage walking, bicycling, and transit through appropriate development standards, affected areas will be revitalized. Further, accommodating more development within the existing city limits will reduce the amount of greenfield land used for new development, thereby protecting agriculture and natural resources. Compact infill development results in buildings that are individually more energy efficient (multi-story and attached buildings are more efficient than single-story and detached buildings), but also reduces energy consumption associated with transportation.

Toolkit Component 4 – Non-Motorized Transportation Plan and Policies
Responsible Party: City of Newman
The City of Newman will prepare a model Non-Motorized Transportation Plan. An effective Non-Motorized Transportation program can have many positive impacts on a community including, improved health for adults and children, reduced environmental impacts, reduced traffic congestion, increased recreation opportunities, enhanced tourism and economic activity, and a generally improved community climate. The model ordinance will include policies and implementation measures that would be effective in individual neighborhood designs, applicable to both small communities and to designated areas of larger cities.

The City of Newman will coordinate the development of their plan with local agencies and residents to ensure connectivity to existing efforts and to increase local support for non-motorized transportation. The Stanislaus County Health Services Agency; Stanislaus County Asthma Coalition ; HEART Coalition; Mobilizing for Action Through Planning and Partnerships; Nutrition and Fitness Council; and Safe Communities Coalition are among a few of the partners that will be involved in the development of the plan. To increase community awareness, the City will partner with Stanislaus County Health and Human Services Department to educate citizens on the importance of an active lifestyle, i.e. walking and bicycling, and with the Police Department to provide education about bicycle safety, with the ultimate goal of increasing the overall health of Newman residents. The City of Newman will also hold public meetings to discuss the design, amenities and features of the Non-Motorized Transportation Plan. Said meetings will be held on a variety of days and times (to allow for various schedules) at a convenient location; the City Council Chambers, located in Downtown Newman.

Outcomes from the Non-Motorized Transportation Plan will be measured through the use of community surveys. Energy conservation benefits from a shift towards increased walking or cycling are estimated to average 5¢ per urban peak mile, 4¢ per urban off-peak mile, and 3¢ per rural mile. Organized walking tours highlighting the City's history will be provided to promote the plan as well as to stimulate economic

growth. As visitors from the region or beyond take advantage of the increased accessibility of the City's destinations they will likely spend more money at local businesses. High profile facilities, such as the West Side Theatre, can also prove to attract tourists and related businesses to the region by reflecting a high quality of life. Cities with extensive Non-Motorized Transportation usage are often among those rated "most livable" in various national surveys and studies, increasing home values and marketability.

According to the European Union Council of Ministers of Transport, a sustainable transportation system is one that: 1. Allows the basic access and development needs of individuals, companies and society to be met safely and in a manner consistent with human and ecosystem health, and promotes equity within and between successive generations; 2. Is Affordable, operates fairly and efficiently, offers a choice of transport mode, and supports a competitive economy, as well as balanced regional development; and 3. Limits emissions and waste within the planet's ability to absorb them, uses renewable resources at or below their rates of generation, and uses non-renewable resources at or below the rates of development of renewable substitutes, while minimizing the impact on the use of land and the generation of noise. To put it simply, Sustainable transport refers to any means of transport with low impact on the environment; such as walking, cycling or transit oriented development and makes a positive contribution to the environmental, social and economic sustainability of the communities they serve.

In accordance with the above items, it is envisioned that the City of Newman's Non-Motorized Transportation Plan will result in a greater number of individuals freely choosing alternative transportation modes (walking, bicycling, etc.), which will lead to healthier lifestyles, improved air and water quality, and a safer, more sustainable community.

Toolkit Component 5 – Model Housing Element Policies and Implementation Measures

Responsible Party: City of Oakdale

The City of Oakdale will create a model Housing Element that incorporates sustainable development policies that not only benefit the climate, but improve their communities in various ways. The element will be updated to meet existing and projected housing needs, to improve access to affordable housing and to identify strategies to effectively address climate change concerns. Strategies may include promoting higher density, infill housing, housing along transit corridors, mixed-use, or downtown revitalization.

The Housing Element is the only element of a General Plan that must be certified by the State. Promoting higher-density in-fill development closer to an urban center can solve needs for affordable housing for low and very low income families while simultaneously reducing greenhouse gas emissions. The current climate favors in-fill building as there are a high number of empty homes and lots with existing water and sewer infrastructure systems.

The update of the housing element provides an important opportunity to evaluate and adopt programs and strategies benefiting both housing supply and affordability, and energy and climate objectives. Many local governments are setting out to become models of sustainable development, implementing policies that not only benefit the climate, but improve their communities in various ways. The housing element update can provide an effective mechanism to adopt new efficient land-use strategies such as infill, mixed-use, or downtown revitalization. It can also provide a vehicle for local governments to adopt housing and land-use strategies to address climate change and the reduction of green house gas emissions. Most of the housing and land-use strategies adopted by local governments to meet their existing and projected housing needs can also serve to effectively address climate change concerns. For example, promoting higher density, infill housing for low-income workers and housing along transit corridors also can significantly contribute to reductions in green house gas emissions.

The City of Oakdale will also coordinate with HCD to ensure that the policies provide measurable outcomes that meet or exceed State requirements. Those outcomes may include the number of mixed use in-fill units created within a Housing Element cycle, or the number of disadvantaged households or target income families provided with down payment assistance or other program help.

Toolkit Component 6 – Sustainable Development Ordinance
Responsible Party: City of Patterson
The City of Patterson will create a model Sustainable Development Ordinance that includes implementation measures that foster compliance with the requirements of SB 375/AB32. Drawing from standards established under state law, adopted by the San Joaquin Valley Regional Air Pollution Control District, and from the Valley Blueprint, policies will be developed and adopted to evaluate all development projects undertaken within the City of Patterson. Project level air quality impacts will be determined and mitigated to a level consistent with the California Air Quality Control Board and San Joaquin Valley Regional Air Pollution Control District's air quality standards. The Model Sustainable Development Ordinance will develop a reclaimed water policy for industrial, commercial, recreational, agricultural, and roadway landscaping uses, including a project level requirement of connection to the City's reclaimed water system. The increased use of reclaimed water will decrease the city of Patterson's overall impact on area aquifers.

The Model Sustainable Development Ordinance would also act as a project level implementation tool for General Plan designations such as Patterson's Neighborhood Village designation, which encourages a range of uses, including a range of housing densities, neighborhood serving commercial centers, parkland, etc. As communities are built with increased emphasis on decreasing vehicular miles driven and increasing walking and biking, health will increase as a result of better air quality and increased physical activity. Encouraging a range of housing densities and types will ultimately serve to increase affordable housing choice. The City's ordinance would ultimately seek to combine innovative development, such as the Neighborhood Village designation, with strategic policies for location and infrastructure. The ultimate goal of the model ordinance is to preserve and enhance of the City's natural environment (air, water, soil, etc.) in concert with its social environment (public facilities, social integration, public safety, etc.).

To ensure that the ordinance remains locally relevant, public participation will act as a key component of all decisions related to the development of the ordinance and its implementation. Public participation levels would be monitored during the development phase. Public notices and postings would be placed in numerous areas around the City, including the senior center, the Westside Resource Center, and the Patterson Teen Center.

Toolkit Component 7– Low Impact Developments (LID) Standards and Specifications
Responsible Party: City of Riverbank
The City of Riverbank will prepare Low Impact Developments (LID) Standards and Specifications that can be used as a model for new development throughout the region. The goal of the project is to develop standards and specifications that typical small cities in the Central Valley can adopt and give to developers for inclusion into subdivision design, including standards for drainage and vegetation appropriate for the Central Valley climate.

Low impact development (LID) describes a land planning and engineering design approach to managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small-scale hydrologic controls to replicate the pre-development hydrologic regime of watersheds through infiltrating, filtering, storage, evaporation, and detaining runoff close to its source. For example, native soil from site grading can be mixed with organic compost to provide rich topsoil and reduce water and fertilizer needs. As another example, clay can be used as the preferred liner material for swales, rather than concrete gutters, helping to ensure vegetation

survival during the hot summer months by allowing moisture to move up through the soil. By mimicking natural systems, LID standards will improve storm water run-off quality, decrease water usage and increase the health of landscaped areas.

Developing a model Low Impact Development Standard and Specifications for municipalities will help the Stanislaus River as well as other rivers and creeks flowing into the San Joaquin Delta by reducing stormwater at the source. As Riverbank and other Central Valley cities have developed, stormwater running off impervious surfaces has had a major impact on our river, delta and wildlife. By diffusing storm water and using natural vegetation to scrub storm water, Low Impact Development standards will level the current quantity of pollutants entering into the rivers of our Central Valley. Although the techniques for Low Impact Development are well known, these standards have typically been developed in areas with year round rainfall, the watershed areas around the Chesapeake Bay and Puget Sound. To successfully implement low impact development standards for the watershed area around the San Joaquin Delta will require landscape techniques that take into account a much hotter drier summers, hardpan soils conditions, and different native vegetation.

Developing standards and specifications for LID will mean that Central Valley cities will be able to readily adopt stormwater management standards that includes trees, bioretention, permeable pavements, green roofs and rainwater harvesting. In addition to the stormwater management functions of these practices, these technologies can simultaneously help filter air pollutants, reduce energy demands, mitigate urban heat islands, and sequester carbon while also providing communities with aesthetic and natural resource benefits. The elimination of single use drainage basins will also reduce the pressure of developing agricultural lands while the natural processes mimicked by LID will lead to greater ground water recharge capabilities.

Toolkit Component 8– Fiscal Assessment of Greefield vs Infill Development
Responsible Party: City of Turlock
The City of Turlock intends to evaluate the fiscal impacts of adopting more sustainable land use patterns, including higher density, mixed use development. The analysis will compare the initial public and private capital costs of both low and high density development, as well as the impact on ongoing operating and maintenance cost for the City of Turlock. The scenarios evaluated will include the City's current General Plan land use designations, the preferred land use plan, and up to four additional conceptual land use plans used in the Turlock General Plan Update process. The analysis will assess all public services and facilities, not just transportation, with the goal of establishing a benchmark for other communities in the Valley to promote more sustainable patterns of development. The analysis will supplement the fiscal studies underway as part of the City's General Plan Update process. The final report will identify public and private financing mechanisms that can be used to pay for both capital and ongoing operating and maintenance costs of new development. The outcome of the fiscal assessment is anticipated to be a tool to encourage and promote sustainable development practices within the region, dispelling myths that infill development is too costly to pursue.

Toolkit Component 9– Urban Forest Plan; Valley Blueprint Compliance Matrix; CEQA Policies and Procedures
Responsible Party: City of Waterford
The City of Waterford is proposing to develop local programs, General Plan amendments and to adopt codes that would support the State AB 32 goals of reducing GHG emissions, implement SB 375 and support the Blueprint strategies implementation in Stanislaus County and the City of Waterford. The City's strategy of developing an Urban Forest Plan, SB 375/Valley Blue Print Plan compliance matrix and an update to the City's CEQA Policies and Procedures to implement the City's sustainable communities strategy is part of Waterford's comprehensive program to comply with the requirements of state law and

enhance the sustainable efforts of the City as described in the "Sustainable Development" Element of the City's General Plan."

One of the key elements in the City's Water Quality strategy is the treatment of urban runoff before it is discharged into the regional surface water system (the Tuolumne River). This program is part of the General Plan implementation strategy. Improvements to the City's infrastructure (storm water and water systems) and implementation of the City's Urban Forest Plan for landscaping and creation of green areas that filter storm water runoff prior to discharge into the surface water system. The project will improve the quality of urban storm water runoff entering the regional surface water system. In addition, these City initiatives are expected to result in "in-fill" developments becoming the major focus of urban growth in the City of Waterford compared to "Greenfield" type of development and urban expansion.

The overall objective of creating a healthy environment that promotes non-vehicular "transportation" options will have a positive impact overall to community "health". Miles of bike paths and walkways connecting various land uses is central to the Waterford project. The City of Waterford's "project" addresses every objective in the Healthy Communities component of the Prop. 84 program through its comprehensive approach to the preservation and enhancement of the City's natural environment (air, water, soil, etc.) and social environment (public facilities, social integration, public safety, etc.).

The overall impact of the City's efforts can be measured in the number of acres of "Prime" farmland converted to urban uses as the city grows over time. An additional measure would be the number of acres set aside within the city for open space and natural habitat preservation. It should be noted that the City has established a natural resource preservation corridor/trail system along the northern bank of the Tuolumne River which borders the City of Waterford. The City's efforts in wildlife and natural resource conservation are reflected in the policies and programs of the City General Plan. Future efforts, with respect to water conservation and urban forests, will further enhance these polices and programs.

Toolkit Component 9– County-wide GHG Emissions Inventory

Responsible Party: County of Stanislaus

In order for all ten jurisdictions to comply with various State and Federal GHG emission reduction thresholds, it is critical to understand the baseline from which we will measure those reductions. Neither Stanislaus County nor any of the nine cities currently have a suitable, current GHG Emissions Inventory.

Stanislaus County, in collaboration with the Great Valley Center's Energy Program, intends to utilize Clean Air and Climate Protection Software (CACP 2009) from ICLEI-Local Governments for Sustainability or a similar product to produce a baseline inventory of GHG emissions for the Community. CACP 2009 is a one-stop emissions management tool that calculates and tracks emissions and reductions of greenhouse gases (carbon dioxide, methane, nitrous oxide) and criteria air pollutants (NOx, SOx, carbon monoxide, volatile organic compounds, PM10, PM 2.5) associated with electricity, fuel use, and waste disposal. CACP 2009 was created to support emissions inventorying and climate action planning based on the principles and methods of the Local Government Operations Protocol (LGOP).

The CACP software inventories community GHG emissions for all operations within the selected boundary of the local government. A separate government analysis tab determines GHG emissions of local government operations and is a subset of the community analysis. The community analysis divides GHG emissions among residential, commercial, industrial, transportation, and waste sectors. The government analysis divides emissions among buildings, vehicle fleet, employee commute, streetlights, water/sewage, and waste sectors. The Great Valley Center will, with interns from CSU-Stanislaus, provide the Local Government Operations tab of the Clean Air and Climate Protection Software (CACP 2009) inventory through funding from Pacific Gas and Electric Company's Green Communities program.

GHG emissions, sortable by jurisdiction and type, will be quantified in terms of CO2 equivalents. Each GHG has a different Global Warming Potential (GWP) that represents its power as a GHG relative to a standard. CO2 is used as the standard for GHG emissions because it is most abundant in the atmosphere and has the lowest GWP. Emissions of GHGs quantified in this inventory are reported in metric tons of CO2e based on the GWP of the gas.

Toolkit Component 11 – Coordinated GIS Central and GHG Tracking System
Responsible Party: County of Stanislaus
The final, yet critical, component of the Toolkit is developing a Coordinated GIS system and related applications that can be utilized by all ten jurisdictions to evaluate land use decisions and to track GHG reductions. The County currently has a baseline GIS system with a variety of applicable data layers posted on the County web site. This system is relatively limited in its ability to function as a true analysis tool for land use planning and GHG emission tracking. Through coordination with either the City of Fresno or the Sacramento Area Council of Governments, Stanislaus County will examine the potential of implementing the I-PLACES3s program in conjunction with the CACP inventory tools described above. I-PLACES3S is a software tool that facilitates an integrated land use and transportation planning known as scenario planning. It provides a web-based platform from which to communicate ideas, store data, and analyze potential outcomes. Should the I-PLACES3s program not be suitable or compatible, Stanislaus County GIS staff and consultants will develop a GIS based GHG tracking application and make it available on the web for the nine cities and other jurisdictions.

A county-wide GHG tracking system will enable all jurisdictions to geographically track emission reductions and identify localized areas, such as our Economically Disadvantaged Communities, where positive or negative impacts from various implementation measures may be occurring. One critical task of implementing the GIS Central system will be to collect and maintain suitable data layers in an easily accessible and usable platform. In addition to the participating jurisdictions, agencies such as the local LAFCO, Water, Sewer and Irrigation Districts, Community Service Districts, and others will be approached to provide and maintain specific critical data layers, including infrastructure availability, District Boundaries, and collection and distribution facilities. The GIS Central tool will enable the various jurisdictions (including smaller Cities and LAFCO with limited budgets) to utilize state-of-the-art GIS to provide graphically-oriented geographic assessments to assist with numerous sustainable planning programs, including analyzing future development proposals, developing Specific Plans, processing future annexations and reorganizations, tracking energy conservation and climate change, provision of affordable housing and conducting fiscal impact assessments.

STEP 3: PRIORITY CONSIDERATIONS

1. Ongoing Collaboration. First and foremost this proposal involves partners committed to jointly developing, locally applying, mutually evaluating, broadly sharing, and individually implementing an array of proven and best practice smart land use planning tools. Model plans and development codes, climate action strategies, sustainability policies and programs, and related public education, engagement, and leadership development initiatives will be developed that connect and combine the Smart Growth Principles adopted and established as the benchmark for achieving a San Joaquin Valley Blueprint, the six major initiatives of the California Partnership for the San Joaquin Valley Strategic Action Proposal, and the HUD-EPA-DOT Livability Principles. All nine cities within Stanislaus County and the County itself are directly involved in these collaborative efforts.

There are multiple sustainable planning projects proposed throughout the region. Each of these projects has been taken into consideration within the proposed project scope to prevent the duplication of efforts, and to maximize organizational capacity, consistency and collaboration through regional partnerships.

The San Joaquin Valley Councils of Governments, collaboratively with the eight Central California Valley Counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern counties), have submitted a prop 84 grant fund proposal for a Strategic Growth Council Sustainable Communities Plan. This plan will design and implement a Training Program that will enable small and medium-size city and county staff to gain the skills, knowledge, and tools to update their general plan and/or prepare a climate action plan in-house with a minimum of outside assistance. The Stanislaus County RST application was intentionally designed to compliment the Central California Regional MPO prop 84 grant application and to avoid duplication.

Additionally, an application was also submitted by the Cities of Modesto, Riverbank, and Oakdale for a State Route 108 Revitalization and Relinquishment Plan. The State Route (SR) 108 Corridor serves as a major transportation and commercial spine in the cities of Modesto, Riverbank and Oakdale but has experienced disinvestment over the years. The State Route 108 Relinquishment & Reinvestment Plan will stimulate and revitalize these Corridors by setting the stage for higher density infill and redevelopment to occur. The proposal is complimentary to the Stanislaus RST, and will identify specific locations along the corridor to implement the policies and Guidelines developed through the RST.

Lastly, a Sustainable Communities Regional Planning Grant Program project entitled "Smart Valley Places" (SVP) has been submitted for federal funding through HUD. This proposal includes a Compact of 14 federally defined urbanized areas (population of 50,000 or more) in the eight counties of the San Joaquin Valley region: Cities of Stockton, Manteca, Lodi, Modesto, Turlock, Merced, Madera, Fresno, Clovis, Hanford, Visalia, Porterville, Tulare, and Delano. Each City and other partners will complete specific tasks such as Light Rail Corridor/Route Planning, Development Code Updates and Implementation, GIS planning tool development, General Plan Updates, and Climate Action Planning. The Stanislaus RST was designed in collaboration with some of the Smart Valley Places COMPACT partner cities and compliments their scope of work. We intend to collaborate with the Smart Valley Places team members. The two scopes together compliment each other and will result in an expanded toolkit that will be available for all regional and statewide jurisdictions.

All of these efforts, in addition to the projects in progress discussed Step 1, Question 3 of this grant proposal, will continue to be coordinated into a unified regional effort. Project representatives will meet quarterly to discuss progress and issues with implementation and outcomes of the various programs though regional Blueprint meetings, community forums and through jurisdictional trainings.

2. Best Practices. The Stanislaus County Regional Sustainability Toolbox (RST) will develop a bottom up legislative compliance toolbox of draft GHG reduction general plan policies, goals and implementation measures to be adopted by the various partner agencies. These policies will ensure that the jurisdictions will be implementing similar measures throughout the County in order to comply with regional thresholds. Each jurisdiction is responsible for submitting a focused project proposal that will then be utilized in our regional toolbox. This will allow the policies and implementation measures to be locally relevant while simultaneously being regionally compatible. Included in the grant a proposal, is the training of each grant partner on the process each jurisdiction went through to complete the project, so that policies can be implemented within each individual community.

3. Funding Leverage.

The Cities of Patterson and Turlock and the County of Stanislaus are currently updating their General Plans. Riverbank and Waterford have recently completed their updates. These local updates will, in total cost several million dollars. Staff and consultant time have already been spent collecting and analyzing some of the baseline data that would have been necessary to complete part of the work scope defined

herein. As such, the requests for funding have been kept to a minimum to complete only those tasks that are not funded by General Fund or other local dollars. In total, the local Jurisdictions have committed over $220,000 of in-kind staff time and cash matches.

The Great Valley Center Energy Program (http://www.gvc-energy.org/) has been selected to act as a Local Government Partner to implement Pacific Gas and Electric Company's (PG&E's) Green Communities program in partnership with ICLEI- Local Governments for Sustainability. A priority of this program is to provide CSU-Stanislaus interns to assist local government staff with the development of baseline greenhouse gas (GHG) emission inventories. This program will be used to complete the Local Government Emissions Inventories for each local jurisdiction. In addition, each Jurisdiction, to the extent possible, has identified local dollars or staff time as a match in order to implement their particular project component.

4. Climate Change. All geographic areas within Stanislaus County have the potential to be affected by climate change in one way or another. All of the County's citizens, business owners, disadvantaged neighborhoods and our agricultural producers will be impacted. Three major river systems, critical wildlife habitat areas, and natural open spaces will also be impacted. All of the proposed toolbox components have the potential to positively impact these effects. For example, the City of Newman through its Non-Motorized Transportation Plan will protect and enhance the air quality and will have the measurable effect of decreasing CO2 and PM10. Patterson's Sustainable Development Ordinance, Modesto's Downtown Form Based Codes, and Hughson's Model Climate Action Plan will all include policies and measures that when implemented will positively affect the causes of climate change. The County and the Great Valley Center's Inventory will provide each jurisdiction with the baseline from which GHG reductions can be measured and as such, will provide a clear indicator of the effects that each toolkit component will have on climate change.

5. Economically Disadvantaged Communities. Forty-four census tracts within the partner jurisdictions meet the definitions of "Disadvantaged Communities" or "Severely Disadvantaged Communities", with most identified as "Severely Disadvantaged". Backup data is provided in Attachment 7. Areas with high concentrations of low-income residents often accompany a lack of infrastructure such as sewer systems, lighting, sidewalks, and transit lines, and often share a lack access to clean air, healthy food, recreational space, and opportunities for high-quality education, living wage employment, and decent housing. Within the Health field, it is common to draw connections between health, income levels and the environment. Illustrating these relationships requires the analysis of data from disparate domains, including economics, employment, land use, education, housing, and health. These data domains are multi-disciplinary in nature and require collaboration between groups that are generally unfamiliar with each other's language and practices. Geographic information systems (GIS) technology offers a powerful tool for overcoming these barriers by arraying these various data sets across a common geographic platform. GIS permits a neighborhood-level perspective on the relative access to these important resources and environmental factors. Finally, GIS also allows data to be presented in a user-friendly form for health scientists, policymakers, and the lay public. (Using Maps to Promote Health Equity: The Challenge of Local Public Health Practice in Eliminating Health Disparities - Using GIS as a Tool To Illustrate Health Inequity, Anthony B. Iton, M.D., J.D., MPH, Director and Health Officer, Alameda County Public Health Department, June 2009)

The GHG Emissions inventory in combination with GIS data projects of the Stanislaus County Regional Sustainability Toolkit will be utilized to analyze potential relationships between specific livability measures, such as transit access, supermarket access, proximity to parks, air quality, etc. to the existing GHG levels within designated EDC areas. This will allow local policymakers to connect unique environmental factors to the region's economically disadvantaged communities with real data. This data can then be utilized to design effective implementation measures to be incorporated within planning

documents, as well as to better inform existing programs such as the Stanislaus County Redevelopment Agency, the Stanislaus County Community Development Consortium and by Stanislaus County Health Services Agency Mobilizing for Action through Planning and Partnership (MAPP).

Coordinating the GIS & GHG Inventory projects with existing efforts such as the Stanislaus County Health Services Agency's 2008 Community Health Assessment, which provides a comprehensive assessment of public health in the county which takes into account over 70 social, economic, health and behavioral determinants of health, and existing California and U.S. Department of Housing and Urban Development grant funds will both maximize resources and promote equity in economically disadvantaged areas of the incorporated Cities and the Unincorporated County.

STEP 4: ORGANIZATIONAL CAPACITY

1. Organizational Experience. All of the partner jurisdictions have the administrative capability, operational experience and staff capacity to complete the project. Several have recently completed or have initiated comprehensive General Plan Updates (including Housing element Updates) and ordinance amendments. All have administered and completed Federal, State and locally funded grant programs. In the last several years, the Cities and County have undertaken a number of Community Development Block Grant (CDBG) projects ranging from small housing rehabilitation projects, to large infrastructure construction projects. Additionally, the County and it's five CDBG Consortium members and the City of Modesto have implemented the federal Neighborhood Stabilization Program totaling $44 million. In addition to state and federally funded Planning related projects, the Cities and County receive and utilize other grant funding for various projects, including capital improvements, transportation infrastructure, law enforcement, parks, and social services. All partner jurisdictions take pride in managing funds efficiently and completing projects in a timely manner, and have dedicated staff that will manage and maintain all grant awards in accordance with their specific administrative guidelines. Each jurisdiction has available staff capacity to perform the tasks ads defined and will continue to share resources on an as needed basis in order to complete the work plan in a timely manner and within budget. Technical expertise related to the GHG Inventory and other minor tasks will likely be contracted through each jurisdiction on an as-needed basis.

2. Partners' Role in Proposal Development. Stanislaus County, all nine Cities within the County, the local MPO (StanCOG) and the Stanislaus County Local Agency Formation Commission (LAFCO) are all active partners in the proposal. Each jurisdiction and agency has specific activities assigned to them that when completed will result in the basic deliverable of a local collaborative Sustainability Toolbox that will be available to all and will be shareable throughout the region and the State.

3. Monitoring Outputs – Budget and Schedule Deadlines. Stanislaus County will take responsibility for overall administration, tracking and reporting related to the Grant. Stanislaus County currently is the lead for the Stanislaus County CDBG Consortium comprised of the County and five of the partner Cities. The County has the capacity and experience in administering collaborative grant funded activities including the CDBG program, Neighborhood Stabilization Program, and others. The County Planning Directors meet on a monthly basis and we anticipate quarterly progress reports from each jurisdiction.

4. Contingency Plans. The County and Cities are committed to the work plan and budget. Staff time to complete the projects will be covered by grant funding, jurisdictional General Funds, and Special Revenues depending on jurisdiction.

5. Work Plan & Implementation. Details regarding how the Work Plan will be implemented are provided in Section 2.

STANISLAUS COUNTY REGIONAL SUSTAINABILITY TOOLKIT - Summary of Program Objectives

	Work Plan Component										
	Water Efficient Landscape Guidelines and Standards	Model Climate Action Plan	Downtown Form Based Code	Non-Motorized Transportation Plan and Policies	Model Housing Element Policies and Implementation Measures	Sustainable Development General Plan Element	Low Impact Developments (LID) Standards and Specifications	Fiscal Assessment of Greenfield vs Infill Development	Street Tree Ordinance; Valley Blueprint Compliance Matrix; CEQA Policies and Procedures	County-wide GHG Inventory	Coordinated GIS Tracking System
	City of Ceres	City of Hughson	City of Modesto	City of Newman	City of Oakdale	City of Patterson	City of Riverbank	City of Turlock	City of Waterford	Stanislaus County	Stanislaus County
EDC				X			X		X	X	X
Air Quality		X	X	X	X	X	X	X	X	X	X
Water Quality	X	X					X		X	X	X
Public Health	X	X	X	X	X	X	X		X	X	X
Equity Affordable Housing			X		X	X	X		X	X	X
Infill and Compact Development		X	X		X	X	X	X	X	X	X
Revitalize Urban and Community Centers			X	X	X				X	X	X
Protect Natural Resources and Agriculture		X	X				X	X	X		X
Reduce Automobile Use and Fuel Consumption		X	X	X	X	X		X	X	X	X
Improve Infrastructure Systems				X	X		X	X	X	X	X
Promote Water Conservation	X	X	X			X	X		X		X
Promote Energy Efficiency and Conservation		X	X				X	X	X	X	X
Strengthen the Economy			X				X		X	X	X